YACHTING.

The Cruise of the New York Yacht Squadron.

Informal Meeting of the Yacht Owners on Board the Flagship.

Mr. Ashbury's Twelve Challenges Received.

The Club Decides to Run a Series of Races Against the Livonia.

THE CRUISE TO END ON TUESDAY.

Parting Courtesies Between the Commodore and the Club.

NEWFORT, R. I., August 27, 1871. At noon to-day a meeting of owners of yachts was eld on board the flagship to discuss and determine what action should be taken in regard to the cups which have been sailed for during the past week, but which, owing to the very unfavorable weather which marked the contests, were left undisposed of. The unsuccessful attempts made to race for those prizes, mainly the cups presented by Vice Commo-dore Douglas and Mr. Louis Lorillard, of the Wanderer, and the Newport Cup, offered by the citiseas here, have caused much disappointment. The persistent efforts of the yachtsmen to venture forth under the most adverse circumstances have shown, at all events, that the generous intentions of the donors were thoroughly appreclated.

SATISFACTORY ARRANGEMENTS. wever, were made regarding the cups referred to. The Newport Cup will be again raced for to-morrow; and should the splendid breeze now blowing hold out the prospects of an exciting contest tomorrow are most encouraging. Nearly every yacht in the fleet will enter, there being time allowance

After some discussion it was finally agreed that the cups given by the Vice Commodore and Mr. Lorillard should be sailed for on the next favorable THE TERMINATION OF THE CRITICE.

It was then resolved that the cruise should terminate on Tuesday. The meeting this morning, though entirely informal in its character, was very infin-

THE FOLLOWING YACHIS

Sappho, Vice Commodore Douglas; Columbia, Rear Commodore Osgood; Madgie, Captain R. F. Loper; Foam, Captain J. S. H. Homans, Jr.; Alarm, Captam A. C. Kingeland; Vindex, Captain R. Center; Enchantress, Captain George Lorillard; Dreadnaught, Captain S. Samuels; Rambler, Cap-Turam vooross; Wanderer, Captain Louis Loris tain James H. Banker; Tidal Wave, Commod THE MAGNIFICENCE OF THE CRUISE.

In the course of some conversation it seemed to be the unanimous opinion of all present that a mofe brilliant or successful reunion on the water, so to speak, had never taken place since the formation of the New York Yacht Club, the representation of first class vessels being greater and the general feeling more narmonious than the most entbustastic yachismen could possibly have anticipated.

INTERESTING YACRTING DOCUMENTS.

While the pleasures incident to the lengthened cruse were thus being pleasantly talked over the mails arrivel, bringing some documents to the Commodore interesting to every Jacktsman in the

land. Among other communications was
AN OFFICIAL NOTICE FROM MB. JAMES ANIBURY, dated London, Augusti2, 1971, and addressed to the Commodore and members of the New York Yacht Club, partly recapitulating his views in regard to the Cup of 1851, and known as the "Queen's Cup," and giving copies of the different telegrams that have passed between himself and the Commodore of the New York Yacht Club in reference to the aforesaid much-coveted prize. Among other lengthy documents were twelve certificates of different sacht clubs of England and Ireland, certifying hat Mr. James Ashbury is their representative for the purpose of sailing for the cup n question. The clubs thus giving him power to e in their behalf are the Royal Albert Yorkshire kacht Club, Royal Victoria Yacht Club, Dart Yacht Club, Royal Harwich Yacht Club, Royal Western Yacht Ciub, Royal London Yacht Ciub, Royal Thames Yacht Club, Royal Mersey Yacht Club, Royal Western Yacht Club, Ireland; Barrow Yacht

MR. ASHBURY'S LETTER was as follows:-

SUSSEX PLACE, HYDE PARK GARDENS. LONDON, August 12, 1871.

TO THE MEMBERS OF THE NEW YORK YACHT CLUE:—
COMMODORE AND GENTLEMEN—In August, 1870, I had the pleasure of competing for the Cup of 1851 in American waters, under the Royai Thames Yacht Club flag, consequent on having been honored with their certificate of representation, in conformity with your club requirements. On giving my formal challenge I claimed that a champion, or representative yessel, should be sent against the Cambria as a true and sporting interpretation of what I believed the deed of trust justified. The New York Yacht Club, by a vote of 18 to 1, ruled that a fleet should compete, and not a single vessel. I entered the race for sport and with faint hopes of withing, but in the firm belief that the club desired to put a faithful inferpretation on what may then have been looked upon as a vague and uncertain document. I did not deem it necessary or courseous to sait under protest, but I sailed with a strong opinion as to my being right and with the fixed intention of again reopening the controversy after having discussed the marter with my vacenting friends. SUSSEX PLACE, HYDE PARK GARDENS.) tion of again reopening the controversy after hav-ing discussed the matter with my yachting friends in this country and taken eminent opinions as to the legal view. It is not now necessary to trouble the legal view. It is not now necessary to trouble you with such opinions, inasmuch as Mr. Schujler's jetter of the 18th April, in the New York Sphrit of the Times, has already specified what he believes the intention of the donors to have been; and after such a statement it was no surprise to me to find the New York Yock Yacht Club onanimously passing a resolution whereby the important question at issue is finally disposed of to my satisfaction and that of the yachting world generally. If the former vote had been confirmed it was still my intention to have taken the Livonia to New York, but under no circumstances for a single race, waich might be won or lost by a fluke, but for as many as I might have certificates for, taking care to see that each club duly gave the necessary six months' notice. It was in view of having again a feet to meet which caused me, in a speech at the Harwich dinner, to say that I claimed as many races as I might possess certificates. See the following extract from BeWs Life, April 22:—

claimed as many faces as I might possess certificates. See the following extract from Bett's Life, April 22:—

We were now engaged in friendly controvers with the Americans, the quastion being whether, in the content for the cup known as the American Cup, he should sail against one vosed or against a flort. By a decel of gift the New York Club were bound to send a champion vesses and not a fleet, and his construction was supported by opinions taken both in this country and in the States. The Commonders of the New York club took the opinion of three eminent Judges and the only surviving donor of the cup, and their reply was that the hinchion was that he skew York club should send a single vesses, and not a feet, and it was said the oily surviving donor of the out, and their reply was that in the event of their believing a foreign space. But the lawyers differed on both toles of the water, so that he should not go so much on the legal interpretation proces. But the lawyers differed on both toles of the water, so that he should not go so much on the legal interpretation whatever it that mention, and should request he New York was and a should request he New York was and a should request he New York was an an advance request her decision, be had to sail against if should be entirely a complete with the world seeply their decision, whatever it was not been supported by the cup coming back to Engand than there was last year; for then he was over in summer, when light whole prevailed in the loland waters, in which the racing took place, and he adont your chance, being the representative of only one cub—the Royal Thames. He was happy to say he had already received promises of cutificates from eight of the most important clubs in England and Ireland appointing him their representative of only one cub—the Royal Thames, He was happy to say he had already received promises of cutificates from eight of the most important clubs in England and Ireland appointing him their representative of only one cub—the Royal Thames of cut

Commodore ARREURY, No. 9 Sussex place. Hyde Park, to Commodore James Gondon Bennert, Je., New York:

The question of your champion resust being settled I now purpose giving the stipulated six months' notice. If the club waives this condition the Livonia will start for New York in September. Reply paid.

[No. 2.]

[No. 2.]

NEW YORK, May 21, 1871.

BENNETT, JR., New York, to JAMES ASHIGURY, No. 9 Susses place, Hyde Park, London:—
Your despatch has ocen received. Have been away from the city. What do you mean by "If the club waives the condition?" Please answer immediately. Reply. Twenty words paid.

paid.
[No. 8.]
LONDON, May SI, 1871.
ASHRURY to Commodore BENNETT, New York.—
Six months' notice required. This condition waived, the
Livonia would leave in September.
[No. 4.]
ENNETT, New York, to Commodore ASHRURY, No. 9 Sussex pince, Hyde Park, London:
Will call meeting of club and telegraph you result. What
month do you wish to race in ?

ENNE A.] [No. 5.]
Ashing BY to Commodure Bennery, New York:—
Propose racing for the cup in October, as the Livonia will
leave the first week in September.

INC. 6]

[No. 6]

[No. 6]

JAMES GORDON BENNETT, JR., Commodore New York
Yacht Club, to JAMES ASHIGHY, London, Commodore
Royal Harwich Yacht Cub:

The New York Yacht Cub:
The New York Yacht Cub consents to waive the six
months' notice, and accepts your challenge as representative
of the Royal Harwich Yacht Club race for American Cup
next October. Name day in October you desire to race, and
answer immediately.

Assurer immediately.

[No. 7.]

Assurer to Commodore Bennett, New York Yacht Club:

The stipulated notice having been waived, the several cinks will shortly send you the necessary certinates for the Livonia's match and some to October. Agreeably with the intimation contained in my telegram of the 18th or June I now beg to inform you that twelve royal or recognized yacht clubs have notored me with certificates of representation, not in any degree as indicating that I am the owner of the champion schooler of England, but as a conveyance of one of the stipulations in the deed of gift. The clube referred to are as under:—

Yacht Clubs.	Comunodora	Pier Commodora	Rair Commodore.	Serday.
Royal Albert	Royal Albert Dake of Edinburgh Captain C. Gordon Count Batthyani C. N. Pearn.	Captain C. Gordon	Count Batthyami	C. N. Penn.
Royal Yorkshire.	Royal Yorkshire Earl Londesborough Major Bannizier H. Bacon, Bart C. G. Rast, Esq.	Major Bannister	H. Bacon, Bart	C. G. Rast, Esq.
Royal Victoria	Royal Viotoria C. Theilmson, Esq Marguis of Exeter	Marquis of Exeter.	1	L. J. P. McKinnon
Dart Victoria.	H. Staddy, Est G. P. Hidder. H. Brinden W. Smith, Esq.	G. P. Bidder	H. Brisden	W. Smith, Esq.
Royal Harwich	James Ashbury, Esq E. Packard, Esq P. M. Braff, Esq., C.M. R. P. Goodwin.	E. Packard, Esq	P. M. Brad, Esq., C.M.	B. P. Goodwin.
Royal Western England	Royal Western England Earl Vans T. Chamberlayne T. Chamberlayne	T. Chamberlayne	1	H. A Carrelion
Royal London	Royal London T. Broadwood G. W. Charlwool	G. W. Charlwool	i	T. Gregory.
Royal Thames.	Royal Thames. Lord A. Paget. Lord De kon	Lord De Kos.	1	Capt. P. C. Grant.
New Thames	New Thames J. D. Lee, Esq. W. N. Rudge, Esq.	W. N. Radge, Esq.	1	R. Miller, Esq.
koyal Mersey	Royal Merney S. R. Games, Each M. P Colonel D. Gamble D. Montrer.	Colonel D. Gamble		II. Melding, Esq.
Koyal Western Irehund	Royal Western Irekund Sir J. Arnoth Lieut. Col. H. Holden, C. Cammel	Lieut. Col. H. Bolden	1	J. Turner, Raq.
Barrow Western Iveland . James Ramsden, Esq	James Ramaden, Esq.	1		B Waller

Sw.ctly by the deed of trust six months' notice is required, which I was not in a position to make until the Livonia had been in several races or triais, in order that I might know if her saling and weatherly qoatitics were at least equal to those of the Cambria. Having come to the conclusion that she might ultimately beat the Cambria, I decided to enter for the '51 Cup, but, inasmuch as six months' notice would bring me in January, when I knew American yachts would be laid up, I had no desire to appear asking anything unaportsmantike, or that you should specially sile out your representative, or, I may say, champion vessel. The club having elected to accept It in lieu of January, the Livonia will leave for New York in September next, and on arrival she will fortawith be prepared for the races.

the races.

I purpose leaving on or about the 23d of September, and shall lose no time in paying my respects to the Commodore, in order to discuss as to the comrse and days most convenient for the series of races under the rules of the New York Yacht Club. I admit the right of the New York Yacht Club to send any yacht they please for any or all the races; but, inasmuch as centre board yachts are not admissible in kingland. I am satisfied that a powerful centre board yacht would generally be looked upon as not being a fair test against a sea-going keel. centre board yacht would generally be looked upon as not being a fair test against a sea-going keel yacht. The New York Yacat Club possesses many large racing keel yachts of about the same size or larger than the Livonia. I therefore suggest that the club fixes on one as near as possible the same size as the Livonia. As regards the course for the series of twelve races, for which certificates are herewith enclosed. I must be allowed to object to the New York Yacht Club course as not, in my judgment, being a fair course for a foreign yacht; and I therefore propose we sail from a mark boat off Sandy Hook Point three times round the Sandy Hook Lightship and back, the club having the power to modify the course. I feel there will be no difficulty in confirming this suggestion, or arranging one on my arrival to the satisfaction of all concerned; the committee to be formed by the club to fix beforehand the days on which the several races shall take place, and if the Livonia should win the majority of races the cup would then go to the club under whose flag i saided in the last and final race, and would be held by the Commodore of office out the wonly some other royal or recognized yach club in England or elsewhere.

I beg to remain your obedient servant.

Logico remain your obedient servant.

Logico remain your obedient servant.

Enclosed are twelve certificates of representation.

Upon a perusal of the above some conversation en

Upon a perusal of the above some conversation en

sued among the yacht owners present.

ACTION OF THE CLUS IN THE MATTER. The meeting being informal, the proceedings were,

of course, not regarded as being of a regular or bind. ing character, but the following resolutious was suggested and received unanimous approval:-

gested and received unanimous approval:—
In response to the desire expressed by Commodore Ashbury in his challenge for the cup of 1861 to enter his yacht, Livonia, but under no circumstances for a single race, which might be wen or lost by a fluke, it is hereby recommended that this club sail a series of twelve races, or other number as may be mutually agreed upon, with the Livonia, as representative of the Royal Harwich Yacht Club only, and that the victory in the majority of said races shall decide the possession of the cup, the Royal Harwich Yacht Club being the only foreign yacht club whose challenge has been accepted by the New York Yacht Club.

This motion seemed to be based upon the auswer made by the Commodore of the club to Mr. Ashbury.

made by the Commodore of the club to Mr. Ashbury, in response to a telegram from him stating that the New York Yacht Club consent to waive the six months' notice and accepted Mr. Ashbury's challenge, as representative of the Royal Harwich Yacht Club, for the America's Cup. This telegram, as will be seen by the above, was dated June 7 of this vear.

This resolution ended the discussion regarding Mr. Ashbury's communication, and the conversation in reference to the proceedings of the fleet was resumed. Having already decided that the Newport Cup should be sailed for to-morrow, it was agreed that what is called the Ocean Race for the Commodore's Cup should be postponed till the 2d of October next, the course being the same as previously announced, with the exception that the starting point shall be from Sandy Hook lightship, the contestants proceeding thence to Brenton's Reef light-

THE CHALLENGE CUPS.

Rear Commodore Osgood briefly called attention

to the condition upon which challenge cups should be sailed and moved that in future the two phallenge cups known as the "Schooner Cup" and the "Ocean Cup" should be held by the winning boat subject to the challenge of any other yacht of the fleet. The resolution further stated that the challenging boat would be required to put up the value of the challenge cup, which, in the case of the original holder proving victorious, should be devoted to the purpose of a piece of plate, to become

course of a brief address, returned thanks to the captains present for the earnestness and efficiency they had displayed since the start, and for the promptness with which they had aided him in carrying out his views. All orders had been most cheerfully responded to, and the result of the harmonious feeling which throughout prevailed was that the cruise had proved a great success. The Commediers then returned his thanks present the Commodore then returned his thanks personally to Vice Commodore Douglas, of the Sappho, and Rear Commodore Osgood, of the Columbia, for the desided efficiency with which shey had handled their respective divisions.

THANKS TO THE COMMODORS. mmodore Donglas, in expressing the sense of the meeting in reference to the movements of the ficet, offered the following resolution, which passed

unanimously:—
Resolved, That the club express to Commodore
Bennett their appreciation for the able and efficient
manner in which he has commanded the squadron
during their cruise this summer.

The Vice Commodore then moved a vote of thanks to Captain Philip Schuyler, Fleet Captain, for the conscientious and able manner in which he had fulfilled his onerous duties,

To-morrow morning, at eight o'clock, a gig race will take place between the crews of the schooner yachts Wanderer and Columbia, for the handsome chanticleer and champion flag won by the latter at New London. The course will be from the lightship around Goats' Island and thence across the bow of the flagship. The start for the Newport Cup takes place at ten A. M., and, from present indications, yacht owners will be afforded every opportunity of testing the weatherly qualities of their vessels.

Yachting Notes. The following yachts passed Whitestone yester-

Sloop yacht Gracie, N.Y.Y.C., Messrz. Johnson & Kreis, from Boston for New York.
Steam yacht in Time, Mr. Cheeseboro, from New York for Greenport.
The yacht Juliette, Mr. Furbush, left her moorings at Whitestone yesterday and proceeded castward on a short craise.

THE TEMPORAL POWES.

Views of a Franciscan Friar on the Relations Retween Italy and Rome-The Italian Pro-cession and "Roma Capitale"-The Ominous Silence of Mazzini and Garibaldi.

The attendance at the Italian church-St. Anthony's-in Sullivan street, vesterday, was very large. and it did not seem that the national Italian pageant and jubilation of the 25th had had any ill effect upon the Catholicity of St. Anthony's congregation. Auxious, therefore, to learn the views of the good Franciscan Fatners on the Italian procession and festival, a reporter hurried to the vestry of the church a short time before the mass hour. There he found the venerable and kindly Father Leo, an old Franciscan monk of Neapolitan birth and a strong adherent of the kingly rights of the ex-ruler of Naples. The good friar was just tying the snow white cincture around his sombre habit when the

reporter entered the vestry.

"Good day, father; you must pardon my intrusion for I am of those who in their hour of duty recognize nothing as private and no place as exclusive. I am a reporter," said I, in Pather Leo's vernacular.
"Benvenuto, Aglio, benvenuto—welcome, my son," said the courteous monk, in a hospitable tone. "Say how I can serve you."

REPORTER-Father, I wish to understand your views on the Italian celebration of last Friday and

its effect upon Catholicity. PATHER LEO-My dear friend, if you now appeal to me as a priest, or expect any dogmatical opinion of the parade of the Italians through the streets of the city, I can only tell you that it is none of my business; that the Italians have as much right to their opinions and to have procesions as any other class of people. With their political views I do not presume to interfere. If they feel proud of the unification of Italy it is consistent in them to giorify the event. I, though an ardent upholder of the temporal rights of the Pope, do not blame or love my countrymen less on that account. My mission is one of peace, which my Divine Master teaches me and with which He inspired the great Pontiff of kome on the 26th of last September. It is my mission to love, cherish and keep within the fold those men whom bigots say we hate and persecute. No Italian, so far as I know, has committed a single anti-Catuolic act in the festivities you speak of.

anti-Catuolic act in the festivities you speak of. They have merely declared their pointical opinion.

ACCEPTING A PANTASTIC IDEA

of Italian unity, they resolved to honor it and show the people of New York that they were capable of having a procession.

REPORTER—Then, father, after hearing your liberal opinion of the Italian national aemonstration, would you deem it an exaction on my part to ask your views as a man concerning the Italiah situation—you have aiready given me your sentiments as a priest?

Father LEO—Do you ask what I think of the temporal power, or do you merely wish to know what I

as a priest?

Father LEO.—Do you ask what I think of the temporal power, or do you merely wish to know what I personally think of the Italian unity feast?

REPORTER—It would please me to learn your views on both, but I will first hear what you have to say on the Italian unity feast.

FATHER LEO.—Well, then, on the feast I have nothing to say, for I have not had the opportunity of assisting at it. As to the cause of the feast—the unity of Italy—I can only say that it is one of those fantasetic ideas of a people in which there is little cause for glory or patriotic demonstration. If Italy is so truly united, and the Italians gloat over the acquisition of Rome as their capital, it is strange that those who fought so vigorously for that fulfilment have not offered a single word of congratulation to their compatriots. Mazzint and Garbaidh have been strangely silent. The Ministers of the Italian Cabinet, who urged victor Emmanuel to hasten to Rome, are now the most unpopular men in Italy and villided by the epithet of "GHESE OF THE CAPITOL" (in Italian, "Le oche del Campidoglio"). Remember now that I am not expressing any but the opinions of an individual, speaking in a worldly sense of a worldly question. Bear also in mind that the fact of Italian unity interferes with Catholicity as little as the death of a pope or king, or a new election of president. Bellef in the efficacy of the temporal power is impregnable to the force of the arms of its enemies, or that the Pope should always maintain those royal prerogatives which they bore previous to the entrance of the Italian armies into Rome.

REPORTER—When do you expect, if ever, that a change of affairs will occur in the Eternal City?

REPORTER-When do you expect, if ever, that a

previous to the entrance of the Italian armies into Rome.

Reporter—When do you expect, if ever, that a change of affairs will occur in the Eternai City?

Father Leo—I cannot say when; but I am fully confident that all will be yet right at Rome. I place my hopes there! (pointing to a crucifix). He will restore to Rome all that made it great and full of virtue and peace in modern times. The temporal power, though not essential to Catholicity, is its most powerful auxiliary, for the spritual ruler of many militions requires perfect independence in his government. The Italians may paously say, "We will not interfere with the spritual action of the Popes; they may do as they please in that line." Very well, my friend; but granting that victor Emmanuel, in the delicacy of his present position before the Catholic world, will do all in his power to establish concillatory relations between

THE SEVERED CHURCH AND STATE AT ROME, another king may come—a Nero perhaps—who, to indulge some vile propensity or abut some potty interest of his own, will pronounce his veto unou any sacred edict from the Vatican to the Catholic world. That instance, I hope, will show you that our defence of the temporal power is by homeans groundless or injudicious.

Then the hour for mass had arrived, and the good friar, after vesting hurriedly, betook himself to the performance of his sacred office. In the sermon preached an inadvertent reference was made to the Italian celebration in this form:—"No matter what jubilation is raised over troubled Rome, it can never be denied that there exist all the sanctity, learning, art, beneficence and glory of Italy, and that they never existed more conspicuously than under the mild rule of the sovereign Pontif." The reverend speaker then announced that that was the last time he would have the opportunity of addressing an Italian congregation in New York, as he would leave to day to take charge of the Franciscan Monastery in Cincinnati.

After mass the reporter again encountered Father Leo in the vestry of

WHITE SULPHUR SPRINGS.

WHITE SULPHUR SPRINGS, Va., August 27, 1871. As far as heard from this portion of the State has gone for the calling of a Constitutional Con mind to go to New Yerz, give the six months' notice and curtificates from eight important clubs, and leave no stone unturned to bring back the Cop, which was heed as a challenger of the same conditions. This resolution, he same conditions. This resolution, he same staples yacht would have no snowledge that a staple yacht would have no snowledge that a feet; and, for hermore, that I had no thought of being guided by Court legal decisions, but that my relief guided by Court legal decisions, but that my re-

THE RECENT STORM.

Effects of the Cyclone Along the Southern Ccast.

Great Destruction of Property-Feveral Voscels Wrecked-Damage to the Rice Crop in Georgia-The Epidemic in Charleston Caused by the Etorm-Yellow Fever in Savannah.

WASHINGTON, August 27, 1871, Much interest was felt here to-day on account of the rumors that the cyclone had been very destructive in the vicinity of Richmond. Nothing definite, however, had been received at the Signal Bureau at a late hour this evening. The officer in charge re-ports that the cyclone last night came up the coast of Florida and Georgia, passing through East Tennessee and Ohio and Western Pennsylvania and New York, terminating its fury in the New England States. Its variance is attributed to the low pressure in the direction of the lakes. Throughout the Southern district, however, great destruction of

property is anticipated.

Late advices from the Southern Atlantic seaports show that the first passage of the cyclone a week since was very destructive to shipping at sea. The schooner William B. Mann, of 228 tons burden, owned at Philadelphia, was wrecked north of Frying Pan shoals, N. C., and the crew rescued and taken to Savannah. The Norwegian bark Hilda, from New Orleans to Bremen, stranded in the same storm off St. Augustine, and the Spanish bark America was towed into Savannah completely disabled.

The damages to the rice crops in Georgia and in the vicinity in South Carolina has been doubtless very great. The accounts received here have been discouraging. In the Ogeechee district the crops are all under water, although water at this season may not prove a positive injury if not attended with other circumstances, such as the breaking of banks, the blowing up of gates and the tendering of the stalk, which upon the fall of the water will leave the grain prostrate. Both on the Savannah, Black and Ogeechee rivers the gale has been very disas-

The epidemic from yellow fever at Charleston is whoily attributed to the effects of the recent storms, and every precaution is being taken to prevent the spread of the disease. The announce-ment that the fever had assumed this form induced evening, to adopt precautionary sanitary and quarantine regulations looking to the prevention of the introduction of the disease in this city. At Alexandria similar steps have been taken by the local authorities. It has also been ascertained that there are fears of the appearance of yellow fever at Savan-nah, making it doubly necessary for the authorities here to exercise the greatest vigilance in checking its introduction through the crews of vessels constantly arriving from that port.

SHIPWRECK ON THE SOUTH COAST.

The Loss of the Steamship Lodona-The Captain and Twenty Men Drowned-Other Shipwreeks.

JACKSONVILLE, Fla., August 27, 1871. The steamship Lodonaistranded six miles north of Cape Canaveret. The beach for thirty miles is strewn with her cargo. The captain and twenty men were lost. The first officer, second officer, chief engineer, first assistant engineer, the cook, one fireman, Captain Harvey's messboy and five seamen were saved.

The brig S. & W. Welsh, of Philadelpnia, went ashore fifteen miles south of Cape Canaverst. Her cargo of sugar was washed out. Captain Watson

The brig H. G. Berry, of Baltimore, went ashore fifty yards from the wreck of the S. & W. Weish. She is a total wreck. She had a cargo of sugar and The bark Wilds, from New Orleans bound to

Cowes, went ashore six miles south of St. Augus-

tine. Her cargo of tobacco and stores is a total loss. One man was drowned. The brig Pomona, of Richmond, Me., went ashore twenty-five miles south of Cape Canaveret August

17. Her cargo of cotton can be saved. THE YELLOW PEVER AT CHARLESTON.

CHARLESTON, S. C., August 27, 1871. Since last Priday three new cases of yellow fever have been reported in this city. One of the cases previously reported has proved fatal. The excitement occasioned by the appearance of the disease is subsiding, and the feeling in the community is quiet and hopsful.

THE MAGNIFICENT METROPOLITAN.

This grand caravansary, at the corner of Broadway and Prince street, under the proprietorship of messiz. Tweed & Garnele, will be open to-day for inspection and to-morrow for the reception of guests, To-night there will be a grand opening supper. In preparing which M. Ludin, the chief cook, it is said, spent several days and nights dreaming and devising dainty and delicate dishes to astonish and appearse the eyes add appetites of those before whom they may be piaced.

SHIPPING NEWS.

Almanae for New York-This Day. Sun rises...... 5 22 | Moon sets...morn 8 11 Sun sets...... 6 39 | High water.morn 6 49 OCEAN STEAMERS.

DATE OF DEPARTURES FROM NEW YORK FOR THE MONTHS OF AUGUST AND REPTEMBER. Steamer. | Sails | Destination. | Office

Minnesota		Liverpool	29 Broadway.
lowa	Aug 80	Clasgow	7 Bowling Green
New York	Ang 31	Bremen	68 Broad at.
City of New Y'rk	Aug 31	Liverpoot	15 Broadway.
City of Paris	Sept 2	Liverpoot	15 Broadway.
Rhein	Sept 2	Bremen	68 Broad st.
Europa	Rept 2	Glassow	7 Bow ing Green
daho		Liverpool	
Ismailis	Sept 6	Glasgow	7 Bowing Green
Frankfurt	Sept 7	Bremen	68 Broad st.
Atjantic	Sept 9	Laverpool	19 Broadway.
Lafavotto		Havre	58 Broadway.
Indla	Sept 9	Glasgow	7 Bowling Green
Caledonia			7 Bowling Green
Oceanie		Liverpool	
St. Laurent		Havre	

PORT OF NEW YORK, AUGUST 27, 1871.

ARRIVALS. REPORTED BY THE BERALD STEAM VACHTS.

REFORTED BY THE BERALD STEAM YACHTS,
Steamship City of Paris (Er), Mirehouse, Liverpool Aug
If and Queenstown 18, with mides and passengers to John of
Dale. Aug 18, of Kirsaie, ship S C Bianchard, from 35
John, NB, for Liverpool; 19th, 20 miles W of Fastnet,
steamship Virginia, hence for Liverpool; 22th, lat 48 27, lon
steamship Virginia, hence for Liverpool; 22th, lat 48 27, lon
steamship Virginia, hence for Liverpool; 22th, lat 48 27, lon
steamship, hound ceast; also bark Eliza Keith (fry, hound
west; 24th, lat 44 20, lon 64 18, bark Riza Keith (fry, hound
west; 24th, lat 44 20, lon 64 18, bark Riza Missip City of
Brookiya, Abyssinia, Italy and Britannia, all bound east.
Retumbh Spain (Br), Grace, Liverpool, Aug 16 and
Queenstown II, with make and 1,120 passengers to F N J
Hurst. Had head winds and much for all the passage.
Aug 24, lat 43 19, lon 56 24, passed bark Alaska (Br), for
Jackville, NS.
Steamship Enolly B Sonder, Burdick, New Orleans Aug 19,
and the Bar Both, with mose and passengers, to Frederick
Baker.
Steamship Herman Livingston, Cheesman, Savannah Aug
24, with mose and passengers, to Livingston, Fox & Co.
Retamship Sond to Carolina, Beckef, Charleston Ang 24,
with mose and passengers, to H R Morgan & Co. Aug 26,
4:10 FN, passed a bark bound north, showing a white flag
with letter W in centre.
Steamship Isaac Sell, Makeman, Richmond, City Fornt and with midse and passengers, to H R Morgan & Co. Aug 25, e1.0 PM, passed a bark bount north, showing a white flag with letter W in centre.

Steamship Isaac Reil, Rlakeman, Richmond, City Point and Norfolk, with mise and passengers, to the Old Dominion Steamship John Gibson, Winters, Scorgetown, DC, with midse and castengers, to G B Merrick.

Steamship John Gibson, Winters, Scorgetown, DC, with Lorilland Steamship Co.

Bark Morning Star (Br), Wauch, Gnautanamo, 17 days, with sugar, to order-vessel to Waydell & Co. Had light whole and calma. Aug 25, 1st 27 25, lon 15, spoke brig fds. M Comery, Norder, of and from Binatelpile of Galveston, M Comery, Norder, of and from Binatelpile of Galveston, M Comery, Norder, of and from Binatelpile of Galveston, M Comery, Norder, of and from Binatelpile of Galveston, Scholand Comerce, Norder, of and from Binatelpile of Galveston, M Comery, Norder, of and from Binatelpile of Galveston, M Comery, Norder, of and from B heavy NE gate 15th industry of the Comerce of the Comerce of the Philips & Colins, August 19, 1st 27, Ion 53, had a heavy gale from SE, lasting 45 hours. Left in port orig Ramacer, for Delaware Break-water.

Kirg James Coppill (Br), Coppill, St Johns, PR, 15 days, water.

Srig James Coppill (Br), Coppill, St Johns, PR, 15 days, with molasses, to J V Gnativia & Co-wessel to master. Had moderate weather; lett in port briga Thomas Waller, Thompson, for Mayaquest C Whilams, for Arcebo, in two days.

Brig J H tillespie (Br), Dow, St Thomas, 15 days with Molasses to Order, vessel to Peniston & Co. had moderate Molesses to Order, vessel to Peniston & Co. had moderate weather.

Bris Cvgne Antibes (Pr), Banquer, 88 Pierre Mart. 16 days with Buger, to H A Suan and Son, had variance weather.

Brig Jenny (Dan), Laurenizen, Porto Cabello, 16 deys, with coffee, &c, to Boonen, Graves & Co. Had rought weather.

Brig Maggie (Br), Strum, Demerara, 18 days, with sugar, to J Leaveratt & Co.—vessel to Miller & Houghton. Had moderate weather. Aug 24, lat 26, ion 22 20, saw a brig, partly dismasted, steering NS. Left to port schra John Kowe, log for New York, and Ellen Baurne, do for do.

Brig Marine (of Richmond), theed, Port au Prince, 16 days, with higwood, to J Beinotte—vessel to master. Had incoversely the Company of th

weather.

Brig Fidelia (Br), White, Minues, 17 days, with sugar, to J V Onativia & Co—vensi to Miller & Houghton. Had light variable weather; Aug 14, lat 24 lf., lon W 24, spoke soft Scotia (Br), from St Johns, NB, for Fort an Frince, 21 days out; left in port sohr M L Porter, for New York, in 4 days. Schr Cora Etta (of Thomasion), Siesper, Tuspan II days, with cefar and funtle, to L Brandis & Co—wessel to H Brown & Co. Has been 4 days north of Haiteras with light whoda; 20th linst, passed portion of a wreck bearing east 15 miles from Alseboom.

Solta inst, passed portion of a wreck bearing east 15 miles from Absecom.

Schr J Northeup (Br), Cameron. Arroyo, PR, 14 days, with sugar, to Galway & Cassada. Had fine weather.

Schr B E Fabens (of Newburryport, Crocker, Point a Pitre, Guad, 15 days, with supar and molasses to H A Swan & Sonwessel to B J. Had, light winds and caims the entire passage. Aug 23, lat 28 47, lon 73, passed a brig steering south showing a blue lag with letter 7 in the centre. Left in port, barks Howard (Br), for New York in a few days; Albecore, for do in 8 days, breg Iris, lor do in 16 days.

Schr Lizzie Cockeran (of Bangor), Cockeran. Barbados 17 days, with sugar and molasses, to 11 Trowbridges Sonswessel to H W Loud & Co. Had moderate weather.

Schr Eveline (of New Haven), Pierce, Barbadoss, 17 days, with molasses, to D Trowbridge & Co. Had light 8E winds the entire passage; left in port brig Gem. loading for New York.

With monasse, in D Proportings with monasse, in D Proporting to the entire passage; left in port brig Gem, loading for New York.

Schr Clara Woodhouse, Mount, Brazos (Texas) E days, with hides, &c, to Woodhouse, Southmard & Rudd. Had heavy weather in the Gulf; split sails, &c; Ang Su, int 82 58, 100 77 51, spoke safer T H Lockwood, bound north; 28th, 20 miles SE of Barnegat, passed the wreck of a vessel of about 500 tons burden, bottom up; was unable to gain any further particulars.

miles SE of Barnegat, passed the wrock of a vessel of about 500 tons burden, bottom up; was unable to gain any further particulars.
Schridenne F Willey, Willey, Penescola 16 days, with lumber, to 8 of Loud & Co.
Schr Paragon, Mahan, Washington, NO, 4 days, with naval stores, to Z Mills.
Schr Aragon, Mahan, Washington, NO, 8 days, with naval stores, to Z Mills.
Schr Az Mills.
Schr Az Johnson, Harris, Newbern, NC, 4 days, with naval stores, to W R Hinman, in Newbern, NC, 4 days, with naval stores, to W R Hinman, Schr Marting, Martin, Newbern, NC, 4 days, with naval stores, to W R Hinman, Schr W J Rose, Risey, Virginia.
Schr W J Rose, Risey, Virginia.
Schr W J Rose, Risey, Virginia.
Schr J H Sagnine, Frenci, Virginia.
Schr J H Sagnine, Frenci, Virginia.
Schr J H Sagnine, Frenci, Virginia.
Schr H C Laber, Aldridge, Alexandria for New Haven.
Schr M C Awater, Parker, Alexandria for New Haven.
Schr M C Farr, Conwell, deorgetown, DC.
Schr Daniel Holmes, Bur., Baltimore for New Haven.
Schr Daniel Holmes, Bur., Baltimore.
Schr Lilly, Brantingham, Baltimore for New Hasen.
Schr F Marvin, Pierce, Baltimore for New Hasen.
Schr S H Beanis, Vesey, Newtown, Del.
Schr S H Beanis, Vesey, Newtown, Del.
Schr S H Beanis, Vesey, Newtown, Del.

Passed Through Hell Gate.

BOUND SOUTH. Steamship Acushuck, Eccior, New Bedford for New York, with indise and massengers, to Forguson & Wood.

Schr Warren trates, Smith, Milstone Point for New York, with stone, to Taylor & Co.

Schr Florida, Jordan, Calais for New York, 8 days, wita lumber, to Simpson & Clapp.

Scar B F Brainard, & Courdy, Portland for New York, with stone, to Bridge Co.

Schr Reading Railroad No 44, French, Hartford for Philadelphia. delphia. Schr S E Nash, Nash. Westerly for New York, with stone, o order. Sohr Henristia, Lyan, Portland for New York, with stone,

Sohr Henristia, Lyan, Portland for New York, with stone, to D Mcliwaine.

Bohr Pell S C Vought, Hallock. Huntington for New York.

Schr Mary A Wins, McDonaid, Norwich for New York.

Schr Mary A Wins, McDonaid, Norwich for New York.

Schr Mary A Wins, McDonaid, Norwich for New York.

Schr Hant Reiner Hunse's Landing for New York.

Schr Ac Unningham, Eaton, New London for New York.

Schr Jan dunningham, Eaton, New London for New York.

Schr Hate Kaiahan, Avery, Providence for New York.

Schr Facon, Wheeler, Derby for New York.

Schr Faton, Wheeler, Derby for New York.

Schr Batt, Williams, Etamfort for New York.

Schener Galatea, Nye, Providence for New York, with midse and passengers, to Jeanc Odell.

Steamer Doris, Young, Providence for New York, with midse and passengers, to Isaac Odell.

BOUND RAST.

Brig L Field, Emerson, Hoboken for Roston, Schr Adele, Felicia, Smith, Elizabethport for Newbury-

Schr Amos Falkenburgh, Hutchings, Philadelphia for Providence. Schr Charles H Northam, Hubbard, Port Johnson for Schr Joseph Rogers, Dickinson, Port Johnson for New London. ndon. ochr Francis Arthemus, Mitchell, New York for Shules, NS.

Schr E Njekerson, Nicksreon, Philadelphia for Porta-mouth.

Schr B Diamond, Goldsberg, Elizabeinport for New Schr Sir Walter Scott (Br), Syphers, New York for St John, NB. Mary Elizabeth, Borden, Elizabethport for Fall River. Schr Southgate, Shropshire, Bilzabethport for New Bed-

Schr Nary Elitabeth, Borden, Entzabethport for New Bedford.
Schr Scuthgate, Shropshire, Bitzabethport for New Bedford.
Schr Reading Railroad No 24, Adams, Philadelphia for Hartford.
Schr Anary Low, Elizabethport for Providence.
Schr Mary Low, Elizabethport for Providence.
Schr Mary Low, Elizabethport for Providence.
Schr Anary Low, Elizabethport for Rockland.
Schr An J Bentley, Robinson, Philadelphia for Providence.
Schr Sarah, Morton, New York for Rockland.
Schr Honx, —, New York for Rockland.
Schr Sarah, Morton, New York for Rockland.
Schr Sarah, Morton, New York for Rockland.
Schr Alle, Schromer Schromer Schromer Schromer, Schr Anadir, Corwin, Rondont for Jonesport.
Schr Act Eliza, Turner, Blexandria for New Bedford.
Schr Eliza, Turner, Blexandria for New Bedford.
Schr Eliza, Turner, Blexandria for New Bedford.
Schr Bille, Brander, Schromer for Bridgeport.
Schr J Timman, Globa, Philadelphia for Pawtucket,
Schr Forest Home, Wootten, Haverstraw for Providence.
Schr Hallle, Barber, New York for Weaterls.
Schr Berost Home, Wootten, Haverstraw for Providence.
Schr Baille, Barber, New York for Portland.
Schr Alarka, Clarka, Clarka, New York for St John, NB.
Schr Schrampero Err, New York for Portland.
Schr Alarka, Clarka, Clarka, New York for St John, NB.
Schr Schr Halle, Barber, Mondout for Salem.
Schr Loran Norton, Ferris, Rondout for Salem.
Schr Sarah Lloyd, Lappiacott, Philadelphia for Fall River.
Schr W Atwaiter, Barke, New York for New Haven.
Schr Dean Wave, Bilsen, Hoboken for New Haven.
Schr Dean Wave, Bilsen, Hoboken for New Haven.
Schr Denuty, Wilson, New York for Providence.
Schr Barka, Wilsin, Philadelphia for Providence.
Schr Berak, Multigan, Philadelphia for Providence.
Schr Berak, Wultigan, Philadelphia for Providence.
Schr Deputy, Wilson, New York for Providence.
Schr Delawarc, Coles, New York for Providence.
Schr Delawarc, Coles, New York for Providence.
Schr Del Schr Justice, Glarke, Elizabethport for Narragamett, Schr Justice, Glarke, Elizabethport for Narragamett, Schr Ouward. Wheeler, Fort Johnson for Froridence. Schr President, Brailey, New York for Clinton. Schr F J Hoyt, Arnold, Virginia for New Haven. Schr C D Hallock, Frisby, New York for Nowburyport. Schr J S Terry, Raynor, Philadelphia for Pawtucket. Schr Anna E Saltord. Powers, Filiadelphia for Pawtucket. Schr Rainbow, Green, Elizabethport for Nawburyport. Schr Rainbow, Green, Elizabethport for Fall River Schr Elizabeth Irean. Higgins, Elizabethport for Fall River Schr Endsch Hanna (Br), Bradley, New York for St John, NB. Schr Rod Beach. Holmes, New York for Salisia. Schr Florence (Br), Fries, New York for Salisia. Schr Florence (Br), Price, New York for Hartford. Schr E Stelle, Shirzy, Rondont for Providence. Bloop Rhode Island, Rolla, Elizabethport for Sag Harbor. Bloop Rhode Island, Rolla, Elizabethport for Sag Harbor. Bloop Rhode Island, Rolla, Elizabethport for Bag Harbor. Bloop Rhode Island, Allen, Hobben for Eridgeport.

winter a Harman Allen, Hoboken for Bridgsport,
WillTESTONE, Ll, Aug 37...8 PM.
Most of the southern bound vessels which passed here
ince 3 l'M have anchored off Finshing Flats to await a fair
de through the Gate.

Bark Ebenezer (Nor), Birketvesit, Cardiff July 10, Bark Prichen.icl (NG), Wachter, Bremen July 20, Bark E H Dural (BF), Larkin, Leith July 19 (all by pilot boal Isaac Webo, No 8). Fark Storkodder (Nor), Ramloff, Leghorn May 29 (by pilot boat Abrabam Leggett, No 6).

Marine Disnaters.

BAER BRITGEFORT, Morgan, at Philadelphia, from Galvesion, reports:—Left Gaiveston 1st Inst; had fine weather and high twinds up to Wednesday, 18th, when, between Jujier luiet and Matinella Reef, experienced a terrific hurricane, with wind commencing at NNW and veering round to westward, ending at SSE, issting about twenty hours. The barometer fell rapidly during the day, and at 11:30 PM stood 28 l0; the fury of the storm was fearful; salls were blown from the yards and spars broken, mast sprung, decks swept and the vessel rendered perfectly unmanageable. On Thursday, the storm having abated, the bark was found to be in 20 fathorns water near Cape Caruceal; soon as possible all sail that could be set was got up and we worked off into the Guil Stream. From that time to Philadelphia had moderate rainy weather; passed a number of disabled vessels steering northward.

sail that could be set was got up and we worked off into the Ginif Stream. From that time to Philadelphia had moderate rainy weather; passed a number of disabiled vessels steering morthward.

Some WM B MANN.—The Savannah Republican of the Sidn inst gives the following interesting particulars of the loss of the above vesse:—The steamship San Salvador brought yesterday morning to our nort Captain Henry C Rogers, of the American sent Wm B Mann, and Mr Charles M Ellis, a passenger; Benjamin Walmwright, drst mate; Edward Mance, a white seaman, four colored seamen and a a colored steward. Captain Regers reports that he salved from Jacksonville on the 12th inst with 135 900 feet of lumber, valued at \$4,000, bound for Philadelphia. Had light easter; y weather, with heavy sea, for the first seven days; on the 18th linst, when north of Prying Pan Shoels, at noon, was struck by a hurricans, and at four o'clock was lying to under a reef atom try-all and close reefed mainsail. At this time the schooner pitched into a sea and carried her cathead away, and is supposed to have burst open forward; threw overboard the dock load, took in the storm trysail, furied it, and kept pumps constantly going; at 7:30 o'clock PM that day, ten miles by from Frying Pan Shoels, she rolled over on her starboard side and capelled, in which condition she lay for ten minutes, the officers and crew taking to the main rigging, where they were exposed to the sea, which was constantly going the mainmant mustepped and fell over the quarter. She then righted, when we found that the poop deck, cable and sampled, in which condition she lay for ten minutes, the officers and crew taking to the main rigging, the mainmant mustepped and fell over the quarter. She then righted, when we found that the poop deck, cable and sumpled, when we found that the poop deck, cable and sumpled, when we found that the poop deck, cable and single the minutes, the officers of the rigging and bore down to us, sent a boat, took us all of and prought water to our hats from shower

to J B Brown & Co—vessel to P J Nevins & Son. Had fine weather.

Brig Fidelin (Br), White, Miques, 17 days, with sugar, to J V Onativia & Co—vessel to Miler & Houghton. Had light J V Onativia & Co—vessel to Miler & Houghton. Had light Source about a winch vessel took us on board and brought se to Captain Somer doing everything to make us comfort a weather; and 14, in or 724, spoke sobr want down in a few hours.

ROCHEFOUT, Aug 14—Bark Doctor Non Thunen Tellow (RG), which left yesterday for New York, came back to day, and was stranded on the mud near Islo Madama, appearantly to stop a leak.

We are under obligations to the purser of the ste City of Paris, Thomas Kinsey, Ee;, for his sitentions Purser Walter Pym, of steamship Herman Living from Savannah, has our thanks for favors. Notice to Mariners.

Notice is hereby given that on and after the 14th of June 1871, a fixed bright light of the first order will be exhibited every right, from sunset to sunrise, on the north point of the Island of Awadi, to illuminate the approaches to Axasi Strafts, being the eastern entrance to the Seco Uchi, or Island Bea of Japan.

The light will be shown from a stone tower of a height of 18 feet to the centre of the lantero.

The total signation of the fields they

s total sievation of the light above the sea will be 188 and its range of visibility from a vessel's deck will be usualted miles. The lotal sevanton of the light above the sea will be 185 feet, and tax range of visibility from a vessel's deck will be 185 nautical miles.

The light will illuminate 201 degrees 40 minutes of the hortgon, from a bearing of 8 fit degrees 20 minutes W, round to, 18 86 degrees 8 in the seaward direction, bearings true.

The north point of Awadi lies in 36 degrees 37 minutes M latitude, and is 185 degrees 8 of Greenwich.

By order of the Minister of the Interior.

Engineer to the Government of Japan,
Lighthouse Establishment, Beuten, Yokouama, May 14, 1871.

MARK ON STRUTSMAKKEN, CHRISTIANIA FORD.

Instead of the former fixed mark on Strutskrakken, eight fathoms SSE from its shallowest part a pole with a ball on the top has been fixed.

From the Director of Lighthouses, Christiania, Aug 2, 1871.

From the Director of Lighthouses, Christianis, Aug 2, 1871.

Mullement.

Schr Franklin, of New London, which sailed 8th inst and had to return in a leaking condition, was thoroughly repaired by Measra Williams, Hawen & Co, has cleared, and wis probably sail to-day. Aug 28, A new craw was shipped for hor, aslected by J Morison & Co, 189 South street, New Yorg. The schr is now tight as a bottle. She goes on a whaling, sealing and sea elephant voyage to the Sheltand Islands. The following is a list of her crew:—JM Holmes, of Stonington, master J H Glass, of New London, mate and cooper; M H Cassidy, of Stonington, second mate and boateserer: H Schickeriants, of New York, cook and steward; Jas A King, of New York, boatsteerer; Henry Hunt, John Jonick, Wm Hess, Jas McKay, Pedro M Deativas, R Lombarr, Jos Bahtista, Manuel Fasseck, Chas Johnson, Geo Chasey, Jeremiah Gray, seamen. Jos Bahtista, Nanuer ransour, Jeremiah Gray, seamen. Spoken—Aug 21, lat 21 10, lon 71 10, schr Eilen Rodman, of Pairhaven, with 151 bbis sp.

Bark Offerion (Br), Erskine, from London for New York, Aug 10, off Bishop's Rocks.

Bark Wentworth (Br), from Newcastle via Falmouth for Providence, Aug 26, lat 41, lon 67 45 (by pilot boat Isaac Webo, No 8).

Brig Mississippi, Marchmont, from Baltimore for Demarara, all well, Aug 12, no iat, Ac (by brig Annies Seymour, which arrived at Bermuda Aug 14 from Demarara.

Brig Isabel, from Richmond, Me, for Baltimore, Aug 26, iat 40 50, lon 59 40 (by pilot boat Abraham Leggatt, No 4: Schr O M Marrett, Reed, from New Orleans for Para, Aug 17, lat 51 05, lon 55 18.

Foreign Ports. ABGHANGEL, Aug. 4-Sailed, Mary, Law, Boston.
BELFAST, Aug. 14-Sailed, Iris, Downey, Troon, to load
for Portland, Mc.
BRISTOL. (Pill), Aug. 15-Arrived, Louisa, Glover, New
York; 18th, Mary Warren, Lowe, Philadelphia.
In Kingroad 18th, James & Richard Walsh, Hestert, from
New York for Gloucester; 18th, Marcia C Day, Chase, Wyhury. BARCHI.ONA, Aug 12-Arrived, Filomena, Taxonera, Robile.

BARROW, Aug 13—Saited, Adlar, Niemass, Philadelphia,
BREMUDA, Aug 16—In port, brig T H A Pitt, Sunth, for
Halifar Irid.

Brig Esk, Miller, from Halifax for Falmouth, Je, was
boarded off these islands 7th inst—all well.

CARDIFF, Aug 15—Saited, Allos M Minott, Crowell, New

York.
Cleared 14th, Wetterhorn, Landerkin, Mobile.
Ent out 14th, Costello, Monte, for New York; P. C. Merryman, Young, Rio Janeiro.
CARLFORTS, Aug 7—Arrived, Luigi C, Bazzano, Bavan-Carlforts, Aug 7—Arrived, Luigi C, Pazzano, Bavan-Carlforts, Aug 7—Arrived, Luigi C, Pazzano, Ravan-Carlforts, Aug 7—Arrived, Ravan-Carlforts, Aug 7—Arrived nah.

DUBLIN, Aug 14—In port, Dr Richmond, Banif, for New
York, ldg; Jane Anna, Anker, for Philadelphia, do.

DOVER, Aug 18—Off, Moorburg, from Hamburg for San Francisco.
RLBIGORP, Aug 12-Passed by, Ladoga, Willey, New York for Cronstad, in tow.
HAVEP, Aug 15 (not 25)—Arrived, Annie M Smull, Packer, an Francisco. Sailed 12th, Wild Hunter, Kelley, Cardiff and United HAMBURG, Aug 14-Arrived, Westphalia (s), Schwensen, New York. Sailed 13th, Kensington, Miller, Philadelphia: Tyro, Baker, fork. Cleared 15th.-G H Rich, Hopkibs. New Bedford; 16th, Success, Chase, Hardepool and New Orleans. LLANELLY, Aug 14.—Salied, Julia A Hallock, Briggs, Bal-

LLANKLLY, Aug 14—Salied, Jolia A Hallock, Briggs, Baltimore.

LONDONOBERRY, Aug 14—Salied, Flori M Haribert, Miller, Glasgow, to load for New York.

LEGHOSS, Aug 10—Arrived, bark Honduras (Br., Sutton, Marseilles, Aug 12—Assed through the Straits, brig Alfred, Dennell, from New York for Catania, to load for Busson.

Marskilles, Aug 12—Salied, Adelina, Crassenes, Boston (Bith, Porian (a.), Young, New York, Regina for Galvasion.

NEWWORT (Mon), Aug 14—Salied, Rogina for Galvasion.

RENARTH, Aug 5—Salied, Mondbeam, Field, Montevideo.

SHIKLINS, Aug 15—Arrivad, Knie Daveoport, Otla, Brounesshaven; Leonora, Griffin, Hamburg.

SWANSKA, Aug 12—Arrived, bark William (Br.), Harderig, Harre. lavre. Stagaporr. Aug 24—Arrived, ship Cutwater, Haliett, Car-ST JOHN, NB, Aug 22 - Arrived, schr Ocean Belle, Branscomb, New York.

Cleared 25th, schr Iris, Buckard, New York.

ST JORNS, NF. Aug 2—Arrived, brigs Mary, Mo

ALEXANDRIA, Aug 25-Arrived, schra Open Sea, Boston; Margie & Lucy, Providence; Joseph Baxter, Hoston, Salied-Schra A L Butler, Allyn's Point; S C Evans, Jersey Rondout.

Cleared Steamships Siberia (Br), Harrison, Liverpools William Lawrence, Hallett, Baltimore via Norfolk Norman. Nickerson, Philadelphia; ship Kendrick Fish, Watts, New Orieans; bark May Queen (Br), Teague, Surinam; soft Mary E Nason, Roberta, Clenguegos.

Ang 27—Arrivet, ship Heien Clinton, Shleids; barks Harriet, Demerara; R A Ailen, New Orieans; brig Daphne, Croostade. CHARLESTON, Aug 24-Arrived, schr Matilda Brooks, CHARLESTON, Aug 24—Arrived, schr Matilda Brocks, Cook, New York.

Aug 27—Salred, steamer Manhaitan, for New York.

FORTHESS MONROE, Aug 27—Passed in for Baltmore, barks Eirerion, from Najardo; Carrice E. Long, from Liverpool; Young America, from Woonandes; brign Concord, from Ponce; Agnes Barton, from Matauzas; Red Wines, from Rio.

Passed out—Brigs Lizzie Troop, for St Thomas; Alpha, for New York.

NEW ORLEANS, Aug 22—Arrived, steamship Crescent City, Crowell, New York.

Citeared—Schr Salvador, Simpson, Belize and Puerto Caballos.

Cleared—Schr Salvador, Simpson, Belize and Puerto Caballos.

PHILADELPHIA, Ang SS. AM.—Arrived, steamer Panther, Mills, Boston; back Bridgeport, Morgan, Galeston; brigs Wills Goodyesr (Br), Bryand Para, Endorus, Farr, Poland; Frank E. Allen, do schr Gray Eagle, Friel, Plymouth; Querrovidence; WO Irish, Terrell, do; John W. Schepherd, do: Mary Carles, Proceeding, Company of the Collins, Townsend, do; J. W. Bartell, Boston; E. G. Irwin, Johnson, do: W. S. Doughton Taton, do: D. Gollins, Townsend, do; J. W. Bartell, Bartell, Gr. Hansel, Boston; E. G. Irwin, Johnson, do: W. S. Doughton Taton, do: D. Gollins, Townsend, do; J. W. Bartell, Bartell, Gr. Hansel, Boston; E. G. Irwin, Johnson, do: W. S. Doughton Taton, do: D. Gollins, Townsend, do; J. W. Bartell, Bartell, Gr. Henry, Nerritt, do: Mary Prancis, Nerhadams, Richmond; D. B. Everett, Hooper, Salem; Lizzid Alle, W. Isself, Frank, Portland; Frank B. Allen, Clark, Portsmouth; schrw. Gusta Wilson, Floyd, Hungham; Nellie Treat, Trim, Salent H. A. Tabor, Rowman, New Bedford; J. W. Coffin, Salvap, Lynn; S. A. Hoffman, Hoffman, Boston; J. W. Weilington, Parker, Portland; Frank, Boston; J. W. Weilington, Parker, Boston; D. E. Kelly, Kelly, East Cambridge; Caroline Young, Wang, Boston.

PENSACOLA, Aug 23—Arrived, bark N. M. Haven, Rose, Aspinwall.

Cleared Schr M. A. Coombs, Coombs, Salem.

PENSACULA, Aug 25-Arrived, Salem.
Clearel—Schr M A Coombs, Coombs, Salem.
Clearel—Schr M A Coombs, Coombs, Salem.
PORTLAND, Aug 25-Arrived, schrs Hattle E Sampson, Blake, Philadeiphia; Para, Brown, Hobyken.
Cleared—Schr Childon, Winsbow, New York.
RICHMOND, Aug 25-Arrived, brig M L Hall, Geyer,

Cleared—Schr Chilion, Winslow, New York.
RIGHMOND, Aug 25—Arrived, brig M L Hall, Geyer,
Mobile.
Cleared—Bark John Zittionen, Fitchett, Marseilles.
SAVANNAH, Aug 27—Arrived, ship Roswald Sprague,
Boston for New Orleans, in distress; bark Nonveau Mexique
(Fr., New Orleans for Bordeaux, in distress.
SALEM, Aug 23—Arrived, steamer Norwich, Hines, New
York; schre Lizzle Florence, Lippincott, Philadelphia,
Henrietts Stamoune, Staelman, do: Hesperus, Conary,
Heboken; George A Pierce, Poore, New York.
SPICTEN BUVYIL, Ang 28—Arrived, schr Henry Remsen, Allen, Bridgeport, Conn., to load with new rails for Conmecticut Western Radbesy,
This YARD HAVEN, Aug 28—Arrived, schr Benry Remsen, Allen, Bridgeport, Conn., to load with new rails for Conmecticut Western Radbesy,
This YARD HAVEN, Aug 28—Arrived, schr D Brittaid,
Philadelphia for Boston; Sarah, Bizabet-port for do; Maria
Lunt, Fort Johnson for do; Montea, do for Baih;
Contrage and Emily, oo for Yarmonth, Mass;
for New York; Rivertaile, Clonerster, do; Maggle Cain,
Buston for Philadelphia; H Curite, Salem for do.
Wind southerity, light, weather thick and raloy,
Wind southerity, light, weather thick and raloy,
Thomaston; Acres, Philadelphia for Hollowell;
Georgietta, Providence for St John; Deleware, South Ampring Bird, Providence for St John; Deleware, South Amphys, for Thomaston; Acres, Philadelphia for Hollowell;
Aug 27—A bright and year Pennell and Inta. I RayAll 27—Riskley of Pennell and Inta. I RayAll 28—A bright and For Boston; M Steetham,
do for fisient, Lodweck Bill, Annisquam for New York;
Pantinea and, Ladiug Star, gt John, NB, for New York
Pantinea mid, Ladiug Star, gt John, NB, for New York
Pantinea mid, Ladiug Star, gt John, NB, for New York
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